

MOTOR CAR GOSPEL



VON HAMM-YOUNG COMPANY SHOWS TWO MODELS OF POWERFUL TRUCK



G. M. C. Truck

The Packard Motor Car Company is doing a great deal for the roads of America by lending great assistance to the Lincoln Memorial Highway Association, which has recently been organized for the purpose of constructing an improved highway from New York to some point on the Pacific Coast yet to be determined. A fund of \$10,000,000 is being raised, which will be sufficient to complete the Transcontinental Highway. Five hundred concerns have already pledged a sum in excess of \$4,200,000 to build the Lincoln Memorial Highway, which will not only enable tourists to cross the continent from one side to the other in comfort, but will also have an immense strategic value in enabling troops and war supplies quickly to be moved long distances in case of war. Membership certificates in this association will be offered for sale by every automobile dealer in the United States, including Packard dealers, of course; they are to cost \$5.00 each. All owners of automobiles are to be asked to buy a percentage of membership in the association. From now on, dealers selling cars will ask the purchasers to contribute \$5.00 for a certificate to help to build this great highway. The things sought are so great and the sum asked so small, that the organizers feel that the public will be glad to contribute their mite, and also aid in interesting each other in this National patriotic movement.

The Packard Motor Car Company are the prime movers in this great undertaking, and have pledged

\$15,000. To help in collecting this \$4,200,000, Mr. H. B. Joy, president of the Packard Motor Car Company, has been elected president of the Lincoln Memorial Highway Association, and he will devote much of his time to the enterprise.

The von Hamm-Young Company is this week showing two models of the wonderful G. M. C. motor truck of 1 1/4-ton capacity. This is the commencement of the great hand-slip which the G. M. C. trucks are sure to have in the territory of Hawaii. These trucks are ten years ahead of their time, and are so far superior to any other truck of this tonnage on the market, that there is absolutely no comparison when the merits of the G. M. C. and other trucks are lined up. These trucks have a block type motor with 3 1/2 inch bore and 5 1/2 inch stroke. It has very large valves with enclosed stems. It is equipped with centrifugal type of governor, which is absolutely closed and sealed and the ignition is supplied by a Bosch high tension jump-spark system. It contains a selective type transmission with three speeds forward and one reverse direct drive on the high, all shafts of which are mounted on anti-friction bearings. The drive is operated by a propeller shaft running in a straight line from the motor to the transmission and chains from the jack shaft to the rear wheels. This, of course, supplies the car with a straight line drive, which is absolutely an imperative feature on a truck, owing to the great loads which have to be moved and the great strains

which are applied at different times.

There are two sets of brakes on these cars, the service brake, which is a band brake of contracting type acting on the rear wheels of 16 inches diameter. The emergency brake is of internal, expanding type, also acting on the rear wheels and controlled by a long lever. This is a new feature, and one which will, no doubt, be followed by all the other truck makers and will be recognized by any body who has ever operated a truck. Previous types of brakes have been divided between the jack shafts and the rear hubs, which is a very objectionable feature. The brake which acts on the jack shafts becomes absolutely useless in case that a driving chain breaks or jumps off the sprockets. If the heavily loaded truck were proceeding down the Pali and a chain should jump off, or break, it would leave the driver absolutely dependent on one brake only, while in the case of the G. M. C. truck, the breaking of a chain would have absolutely no interference with the usage of both brakes.

The steering wheel is of the left-hand type and is constructed of the screw and nut type, with large lever-ages. It is equipped with a large spring shock compensating connection on the cross rods. This is a new type of steering gear which is not only the most accessible steering gear which has ever been installed on an automobile truck but is also the simplest in its construction.

A new feature in the G. M. C. truck is the construction of the side members of the frame. These members are brought straight forward in advance of the radiator and connected in front with the large bumper which protects all the front parts of the radiator. This enables the installation of a new side member with very great ease. The whole car, itself, is very noiseless on the road and its speed is controlled by the automatic governor, which gives it a maximum speed of 18 miles an hour on the high gear. This truck is built exceptionally solid and considerably heavier than any other truck of this tonnage, and shows a great study of all conditions in road-hauling.

These trucks are being sold in Honolulu at an exceptionally reasonable price, which brings them within the reach of any small or large dealer or contractor. These machines are equipped with solid tires all round, with 34x4 inch tires on front and 36x5 inch tires on the rear.

There has been an enormous demand for a truck of this tonnage at a popular price, and the G. M. C. has come as a great boon to transportation. This truck seems to fill the bill and will certainly be the most popular truck on the market for the coming season.

Not one single feature in the whole makeup of the truck has been neglected and the essence of the whole construction seem to be wonderful forethought on the part of the engineers.

The von Hamm-Young Company received a shipment of two of these trucks the first of the week, and one has been sold already. The other truck is on exhibition at the big warehouses of The von Hamm-Young Company.

work on the sprouts, cutting the bark, carrying them, bending the tender ends in various shapes and securing them. They are not cut sufficiently to kill them and the sap running into these slight carvings causes the wood to swell and designs are thus enlarged by nature.

Three years' growth is now needed. At the end of that time the little forest of umbrella handles is cut. Of course, there are hundreds of such little trees planted each year, so there is a large annual crop. These handles, after being cut, are first dried in the sun and given a sort of vapor bath, after which, being thus softened, they are peeled, cut into desired lengths, given a few finishing touches as to carving and sent to the umbrella makers, where they are varnished or polished and attached to the umbrellas.

Abiel Cheney, 94 years old, said to be the oldest civil war veteran in Vermont, died at Concord, of Bright's disease.



THE ABOVE CUT REPRESENTS THE PRESENT ACTIVITY AT THE CADILLAC PLANT

It Shows a Portion of the July 31st Shipment Ready for Loading, and Is Typical of What Can Be Seen Most Any Day at the Cadillac Works.

Business for 1914 at the Cadillac factory has started with a boom such as has never before been experienced. On July 31st the shipments reached the enormous total of 276 cars for that day alone, the retail selling price amounting to more than a half million of dollars. This is a world's record for high grade cars.

The shipments for 1914 Cadillacs up to July 31st totaled more than three times as many as the 1913 cars shipped up to August 31st last year.

The following indicate important changes from 1913 Model

IGNITION—Dual type. Delco dynamo (which furnishes current for ignition, electric cranking device and electric lights). Also dry cells. One high tension distributor, one set of four wires and one set of four spark plugs. Automatic spark control of both ignitions. Also hand spark control. Switches for ignition, lighting and cranking are contained in a single switch housing. One lock is provided which locks all switches simultaneously. The lighting switch may be locked in any position.

CRANKING DEVICE—DELCO—Cranking speed increased. Automatic temperature regulator on voltage regulator. Voltage regulator, cut-out relay and battery ignition relay contained in a box attached to dash under hood. Single wiring system replaces the double system; wiring reduced approximately one-half with the consequent simplification. Controlling switch in generator is eliminated and its functions are performed by one of the motor brushes. This brush is so arranged that it is brought into contact with the motor commutator when the clutch pedal is pushed out to bring the cranking device into operation and is brought away from the commutator when the clutch pedal is allowed to come back after the engine has started. When the brush is brought away from the motor commutator, contacts are closed thereby bringing the generator into operation.

CARBURETOR—Swinging type air valve substituted for poppet type. Special auxiliary air inlet eliminated. An electric heating device is provided which vaporizes gasoline in the carburetor before the engine is cranked, thereby greatly facilitating starting in cold weather.

AXLES—Rear axle, Cadillac two-speed direct drive. Full floating. Timken bearings.

DRIVE—Direct shaft to two sets of bevel gears in axle.

Length of rear side springs increased 6 inches.

Gasoline capacity 20 gallons. Gasoline tank rear of chassis. Pressure system with air pump attached to crank case and driven from cam shaft.

BODIES—Five passenger Touring car. Seven passenger car. Four passenger Phaeton. Two passenger Roadster. Three passenger Landaulet Coupe. Five passenger inside drive Limousine. Seven passenger standard Limousine.

All cars have right side entrance. Shape and position of control and hand brake levers, tilting steering wheel and hinged front seat cushion make this practicable.

FINISH—Calumet Green with fine gold striping.

The following are added to 1913 equipment, viz: Electric horn, power tire pump. The Autometer driving gears are concealed in the front wheel spindle.

CADILLAC MOTOR CAR COMPANY - - - DETROIT, MICH.

The von Hamm-Young Company, Ltd., Agents

NATURE GROWS UMBRELLA HANDLES IN MANY FORMS

There is always to be found in shops a seemingly unending variety of shapes, sizes, and forms of wooden umbrella handles, says the Cleveland Plain Dealer.

The remarkable thing about most of the more expensive wooden handles is that they are not formed at a bench by any skilled wood worker, but rather they are formed at Nature's workbench.

A great deal of this is done in France, where men are expert in the art of planting certain shrubs and training the shoots to grow in circles, figure eights, shepherd crooks, and the hundred and one other odd shapes.

Ash is one of the best of woods for this purpose, because of its tough, pliable fibers, which lend themselves so well to being bent into various sharp angles and curves. But other wood, such as maple, chestnut and birch, are also used.

The young trees are planted just as any one would plant trees to sell for gardens, but at the end of the first year after being planted they are cut back, rather short, which causes shoots to put out down around the bottom. Then the lower branches are cut, and only a plume of leaves left on the tops of the trees.

Then these artists in wood begin



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STREET OF TWO LEVELS PLANNED BY CHICAGOANS

Sections of City to Enjoy Free Traffic Under New Scheme

[By Latest Mail]

CHICAGO, Ill.—Preliminary proceedings for the construction of the boulevard link that will cost approximately \$7,000,000, and that will connect the boulevard and park systems of the north and south sides of the city are in progress. Work has begun on the assessment roll; and the main plans having been worked out, the Chicago plan commission is now studying the ornament. It will require a number of years to complete the link.

Michigan avenue is the lake shore street of the downtown or business district of Chicago. From Randolph on the north to Twelfth on the south—a distance of 13 blocks, or a little

more than a mile—the avenue overlooks Grant park, lying along the shore. For this distance the avenue is 120 feet wide, with buildings on the west side only, which leaves an unobstructed stretch eastward across the park to the lake. It was widened a few years ago and boulevardized. Southward from Twelfth street it is an avenue that connects with the park system on the south side. North from Randolph street, Michigan avenue ends at the river. The grade is a narrow, noisy business street used chiefly as a thoroughfare to the freight yards of the Illinois Central, and to the docks along the river. It is only 66 feet wide at the widest point in the three blocks from Randolph street to the river. It takes a turn to the westward just before reaching the river, and crosses the rush street bridge, a narrow structure overburdened with traffic. Michigan avenue ends at the river. North of the river the north side boulevard and park system ends about five blocks away. Thus there is a break in the boulevard system of nearly a mile.

The boulevard link will fill this break. Michigan avenue will be widened and the river will be crossed by a wide double decked bascule bridge.

The link will be a double deck structure, with the upper deck for passenger traffic, and the lower deck, or the present street level, left to lake care of the heavy freight traffic. There

will be a gradual grade, and the upper level will extend from building line to building line, reaching a maximum height of 16 feet above the lower, or street, level. As there will be about one mile for the ascent and descent, the grade will scarcely be noticeable. The link will start up at Lake street, the next street north of Randolph, and will reach street level at Ohio street, on the North Side, the beginning of Lincoln parkway. The grades, according to the plan commission, will be less than those on Fifth avenue in New York.

There are few modern buildings along the line of the improvement, and it is expected that the present structures will be replaced by buildings whose main floors will be on the upper level of the link.

Mex. \$500 Reward

Whereas a Portuguese named Oswald Markwick Rosario, aged 31 years, of slight build, medium height, usually smartly dressed, speaks English fluently and is apparently well educated, left Shanghai, probably on the 16th inst. with the proceeds of a stolen cheque, the above sum will be paid to whoever gives information that leads to his arrest. Precaution will be taken to prevent anyone ascertaining who supplied the information. Apply Police Office, Shanghai.

NEW TODAY

NOTICE.

Honolulu Consolidated Oil Company.

Notice is hereby given all shareholders of the Honolulu Consolidated Oil Company, residing in the Territory of Hawaii, that the undersigned has been authorized to receive and receipt for (by endorsement on certificates) assessment No. 1 of 10c per share levied August 9th, 1913, and delinquent in San Francisco September 20, 1913.

All payments made to the undersigned must be accompanied by certificates that proper endorsement may be made thereon, and are to be in San Francisco exchange or in lieu thereof accompanied by a sufficient amount to cover cost of exchange to San Francisco at the rate of 30c per \$100, and in order to avoid delinquency payments must be made on or before 3 o'clock P. M., Friday, September 12, 1913; otherwise undersigned is relieved of all responsibility as to delinquency.

CASTLE & COOKE, LIMITED.
Honolulu, Hawaii, August 23rd, 1913.
5631-1w.

Whisper to yourself when you have occasion to speak of others' faults.